

APPENDIX H

FEDERAL APPROVAL LETTER

This appendix will contain the letter from the United States Department of Transportation (U.S. DOT) approving the 2008-2011 Transportation Improvement Program. 1



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION
819 TAYLOR STREET, ROOM 8A36 300 E. 8TH STREET, ROOM 826
FORT WORTH, TEXAS 76102-9003 AUSTIN, TEXAS 78701

October 31, 2007

Refer to: MT-TX

Joint Approval of FY 20084011 Statewide
Transportation Improvement Program (STIP)

Mr. James Randall, P. E.
Director, Transportation Planning and Programming Division
Texas Department of Transportation
125 E.1P^h Street
Austin, Texas 78701

Dear Mr. Randall:

In response to your submittal of the FY 2008-11 STIP required under title 23 United States Code (USC) Section 134 and 49 USC, we have the following general and specific comments generated upon review of the subject document. We have reviewed the document in light of *the new* SAFETEA-MLU statewide and metropolitan planning regulations issued by the FHWA and FTA on February 14, 2007 and made effective on March 16, 2007.

Pursuant to 23 CFR 450.216, TXDOT is responsible for developing a statewide transportation improvement program (STIP) for all areas of the State over a period of no less than four years. The FHWA, FTA, and your staff have met with metropolitan planning organizations (MPO) staff and TEMPO leadership a number of times to discuss implementation of these new SAFETEA-f,U metropolitan & statewide planning requirements. We have greatly appreciated the progress and results from this coordinated, collaborative, and cooperative effort.



Overall, based upon our joint record of review we find that the State of Texas and twenty* three of its *twenty-five (25) MPOs have generally* complied with the joint SAFETEA-LU metropolitan & statewide planning regulations issued by the FTA and FHWA. We hereby approve the FY 2008-11 STIP, subject to the comments noted in the enclosed and with the exception of the Houston and San Angelo MPO portions of the FY 2008-11 STIP.

The Houston -PO's portion of the FY 2008-11 STIP cannot be approved at this time pending the completion of the transportation conformity determination for Houston's updated 2035 Regional Transportation Plan and the associated FY 2008.11 TIP. The San Angelo MPO does not meet the minimum regulatory requirements of SAFETEA-LU (including but not limited to) the new public participation procedures, incorporation of environmental mitigation in their long-range transportation plan, inclusion of new safety & security planning factors in their long-range transportation plan, and documentation of consistency regarding the Strategic Highway Safety Plan.

The enclosed *list of general and specific* FHWA and FTA comments must also be addressed by TxDOT and the -POs for purposes of advancing Title 23 and 49 Federal-aid funding for various individual transportation projects. Please note that there are remaining financial planning issues related to implementation of the December 11, 2007 deadline regarding the documentation of the year of expenditure, project phasing, and total project costs. We will continue to work with TxDOT and the MPO partners in order to resolve these issues in the near future.

Should you have any questions regarding this action, please contact Ms. Peggy Crist, FTA at (817) 978-0555, Jose Campos, FHWA at (512) 536-5932 or Kirk Fauver at (512) 536-5952

Sincerely yours,



Peggy Crist, Director
Planning and Program Development
Federal Transit Administration



Michael T. Leary, Director
Planning and Program Development
Federal Highway Administration

cc:

FHWA-HA-TX, BB-TX, HAM-TX
Peggy Crist, FTA, Region VI
Wayne Wells, TxDOT Design
Linda Olson, TxDOT Design
Michelle Collide, TxDOT TPP(S)
Kelly Kirkland, TxDOT PTN

General FHWA & FTA Comments on the FY 2008-2011 STIP (State of Texas)

High-Priority FHWA-FTA Issues:¹

(Deadline for Compliance = 1-2 Months)

1. For purposes of demonstrating fiscal constraint of the STIP, the grouped exempt projects must be shown within the “Introduction” section per 23 CFR 450.216 by grouped category of funds (by funding sources & expenditures) and by applicable fiscal year, by TxDOT District & MPO.
2. Page 13 (Public Participation) of the STIP “Introduction” section should be revised to reflect TxDOT’s new public participation process used for the preparation of the FY 2008-2011 STIP. Additionally, please provide a copy of the most current adopted TxDOT public participation plan document used for statewide planning purposes for development of the FY 2008-2011 STIP and long-range statewide transportation plan per 23 CFR 450.210(a)(2).
3. Under 23 CFR 450.216(i) the STIP shall include for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction) sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase and an estimated total project cost (which may extend beyond the four year period of the STIP) for each project or phase.

Upon review, it does not appear that this requirement has been addressed by any of the TxDOT Districts or MPOs. We plan to discuss this requirement with TxDOT and the MPOs as part of the TEMPO meeting on November 15th. In the near term, we will provide some illustrative examples on how to reflect total project costs (i.e., PE, ROW, and CONSTR phases) as part of the STIP/TIP, including Year of Expenditure (YOE) and we will work to establish a time-frame for purposes of addressing these new fiscal constraint requirements.

4. Under 23 CFR 450.216(m) for purposes of transportation operations and maintenance (O&M), the STIP should include financial information containing system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways including Federal Transit Act title 49 U.S.C. funded mass transit systems. The financial summary information regarding highway and transit operations and management (O&M) revenues and costs could be shown in the form of additional financial tables or visualization graphics as part of the “Introduction” section.

¹ High priority issues are necessary to be addressed immediately (within the next 1-2 months) since they are based on meeting the minimum intent of the SAFETEA-LU title 23 USC and 49 USC laws and applicable regulations, in order to demonstrate SAFETEA-LU compliance of the STIP and applicable TIPs/MTPs under 23 CFR 450.

While these graphics are suggested by our agencies, we are open to explore other forms of visualization or graphics offered by TxDOT for this area. Both revenue sources and estimated project-related costs for O&M-related highway and transit programs could be shown by individual fiscal year between FY 08-11. We note that the current “Introduction” section does state that the STIP includes financial summaries that include estimates of costs and revenue sources to adequately demonstrate the O&M of the Federal-aid highway and transit system- however we could not locate O&M specific financial summary tables that address this specific requirement within the current STIP document.

The “Introduction” section should document if the current STIP adequately addresses existing O&M needs and strategies for the Federal-aid highway and transit on a system-wide level. In addition, O&M system-wide costs and revenue sources should be incorporated within MPO long-range transportation plans and TIPs per SAFETEA-LU regulations under 23 CFR 450.322(i) and 450.324(h). Please note that examples of other State DOT and MPO documentation regarding O&M costs and revenues already been provided to your office as illustrative examples by our office.

5. The “Introduction” section of the STIP very briefly refers to the eight statutory SAFETEA-LU planning factors issued under title 23 U.S.C. 134/49 U.S.C. 5303(h)(1) and per 23 CFR 450.206. We will need additional documentation in the “Introduction” section in order to demonstrate how these eight planning factors have been addressed as part of the STIP document. Specifically, we would like to see additional documentation on how the new SAFETEA-LU security and safety stand-alone factors have been addressed and incorporated as part of the statewide planning process in order to promote the safety and security of the transportation network for both motorized and non-motorized users. For example, within the State of Texas, the development of temporary and permanent border safety inspection facilities (BSIFs) along the U.S./Mexico international ports-of-entry could be highlighted as one example of how additional transportation-related security measures have been added to protect the health and welfare of the traveling public.
6. We recommend the formation of a new interdisciplinary quality assurance/quality control (QA/QC) team to review the current MPO and State DOT practices related to the formation of the STIP and subsequent quarterly revision process over the next fiscal year. The purpose of the QA/QC team would be to develop standardized formats for STIP submittals (including both hardcopy and electronic forms of the STIP) and subsequent revisions, implementation of a standard STIP electronic-based template, development of a STIP electronic relational database input tool and the development of MPO and TxDOT district staff training on this subject. These efforts could be made available through TEMPO and its website to all 25 MPOs and TxDOT district offices in FY 2008. We encourage TxDOT to work in cooperation with Federal, State, and local stakeholders in order to complete this working group effort in FY 2008-09. In this way, the number and

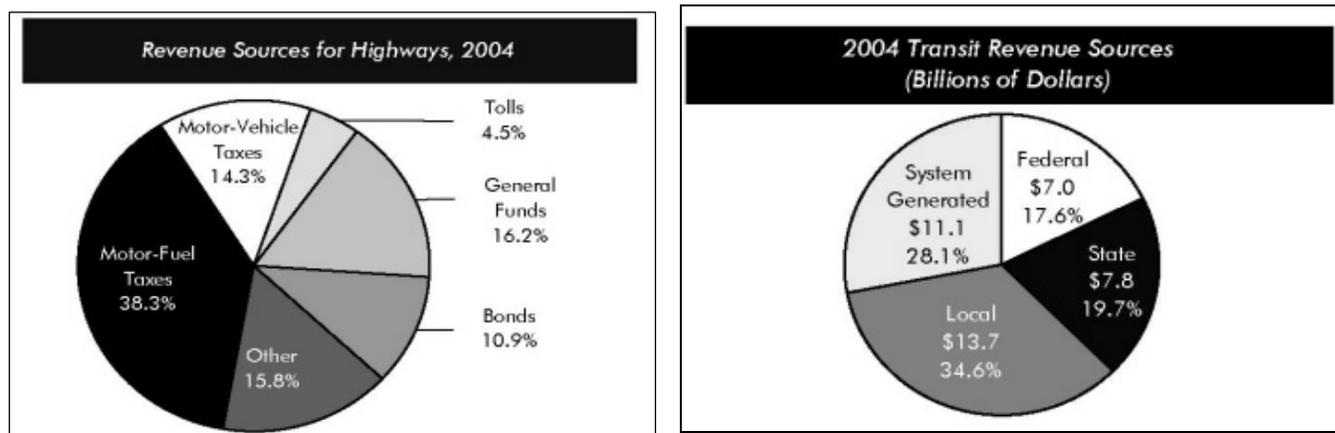
extent of future STIP-related issues and significant comments from our agencies could be streamlined and reduced, and standard data input forms can be developed and refined by stakeholders as part of the STIP development process.

Medium-Priority Issues:²

(Deadline for Compliance: 2-6 Months)

1. Please provide an updated schedule for the completion and subsequent Texas Transportation Commission adoption of the TxDOT new long-range statewide transportation plan. Please provide both electronic PDF and hardcopy versions of the new statewide long-range transportation plan to the FHWA Texas Division Office and the FTA Region 6 Office upon its availability. Please note that the long-range statewide transportation plan should be published (or otherwise made available) on the internet per 23 CFR 450.214(n).
2. For purposes of illustratively demonstrating fiscal constraint of the FY 08-11 STIP under 23 CFR 450.216 it is recommended that all incoming reasonably expected revenue sources for State of Texas highway and transit revenues be shown by individual fiscal year FY 08-11 in a pie-chart graph by category of funding (e.g., Federal, state, and local including private sector contributions) per 23 CFR 450.216. Figure 1 illustrates how this could be visually documented within the STIP from an example drawn from the U.S. DOT Conditions & Performance Report, 2006.³

**FIGURE 1 – Revenue Sources for Highways & Transit
(Source: U.S. DOT Conditions & Performance Report, 2006)**

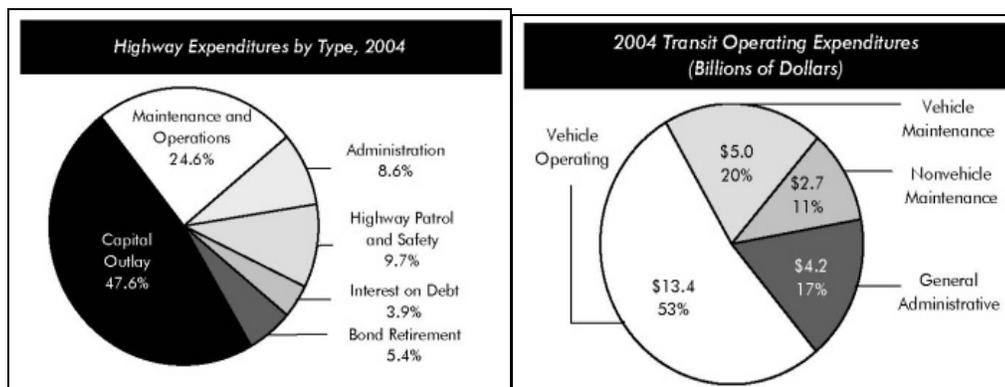


² Medium- priority issues have lesser of an immediate-level importance, however these areas should still be addressed by the State DOT as part of the STIP approval process within the near-term (over the next 2-6 months).

³ Source: U.S. DOT Condition & Performance Report, 2006, for additional information please see the following website: <http://www.fhwa.dot.gov/policy/2006cpr/es06h.htm>

- Similarly, it is recommended that outgoing capital project expenditures (costs) by program activity for both Federal-aid highway and transit projects (statewide) could also be shown in terms of total project costs in a pie-chart by category showing individual type of work activity. The UTP may provide a good source of total Federal and state expenditures related to disbursements on an annual fiscal basis (a visual graphic example from the U.S. DOT Conditions & Performance Report, 2006 is shown below in Figure 2).⁴

**FIGURE 2- Highway & Transit Expenditures by Type of Activity
(Source: U.S. DOT’s Conditions & Performance Report- 2006)**



- Recommend that the “Introduction” section of the STIP be revised to include a discussion regarding the use of new sources of public-private sector income (revenues) for major capacity expansion projects including toll ways. These innovative financing tools may be highlighted in terms of their positive effects towards accelerating major capacity project letting, construction, and completion dates (e.g., SH-130 and the Central Texas Turnpike) and this may also assist toward encouraging similar types of innovative financing efforts within other parts of the State in the future.
- Under 23 CFR 450.216(g) the STIP shall include all capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the State proposed for title 23 U.S.C. funding and title 49 U.S.C. transit-related projects including those safety projects included within the State DOT Strategic Highway Safety Plan (SHSP). Please note within the “Introduction” section (second paragraph) of the FY 08-11 STIP that all relevant SHSP-related safety projects have been programmed for Federal-aid funding within the FY 08-11 STIP.

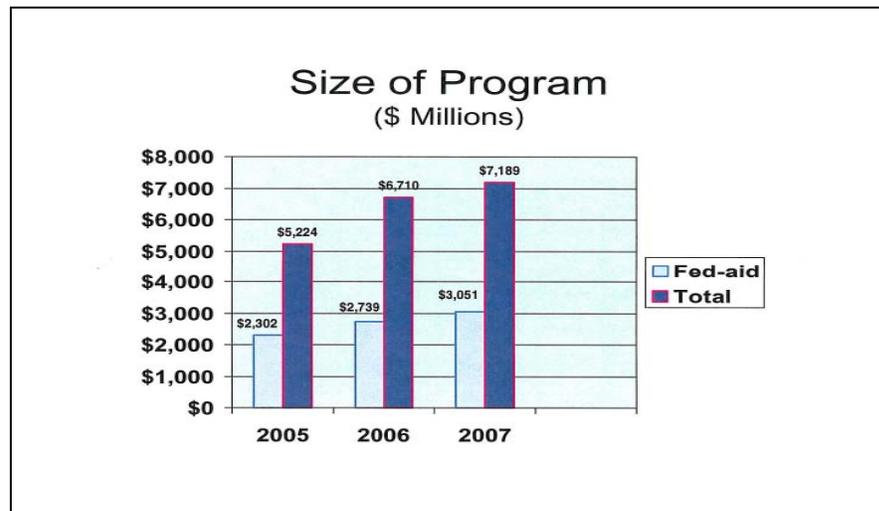
⁴ Source: U.S. DOT Condition & Performance Report, 2006, for additional information please see <http://www.fhwa.dot.gov/policy/2006cpr/es06h.htm>

Lower-Priority Issues: ⁵

(No deadlines for implementation, informational sharing purposes only)

1. Over the past three fiscal years, the size of the Federal-aid highway program has grown to over \$3 B per year (See Figure 3: “Growth of the Federal-Aid Highway Program”).⁶ We would suggest a similar bar graph showing the historical levels of Federal-aid funds be useful to show in the Introduction portion of the STIP. FY 08 estimates could be used to show current (and projected in FY 09-11) for the Federal-aid highway program within the State of Texas. Please note that the financial data shown below in Figure 3 was generated from the FHWA Fiscal Management Information System (Source: FMIS Report No. W10A).

FIGURE 3- Growth of the Federal-Aid Highway Program from FY 2005 to FY 2007 (State of Texas)

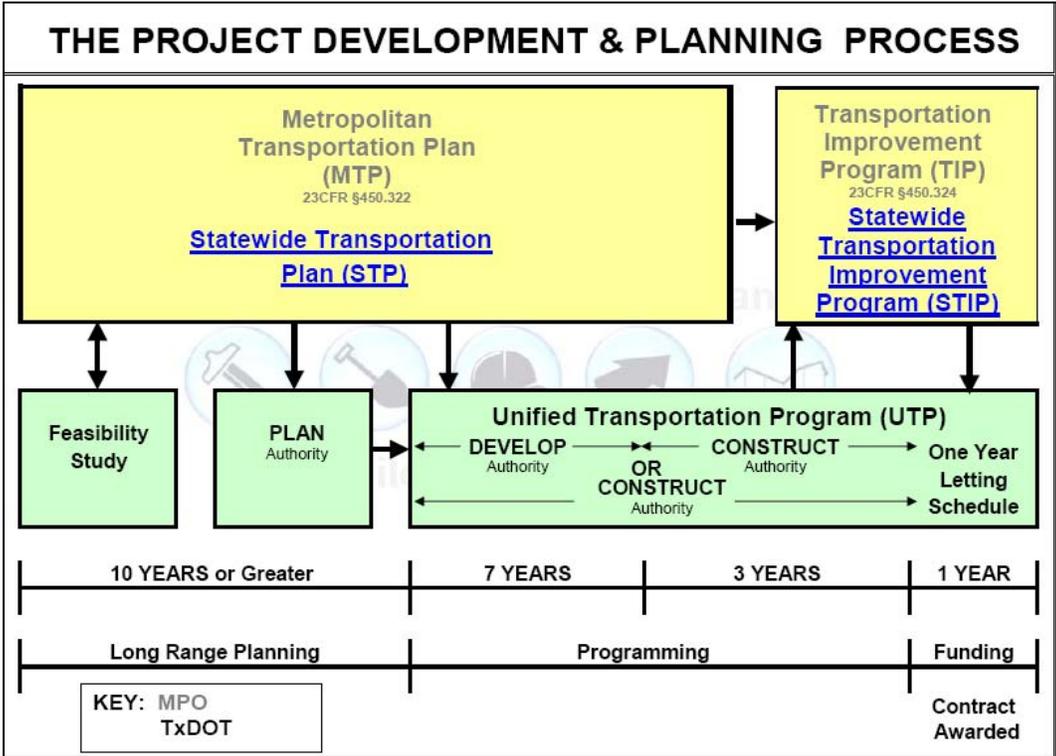


2. For purposes of better describing how the statewide planning process works to the general public, we would suggest the inclusion of the following block flow diagram (See Figure 4 –FY 2007 UTP) be incorporated within the “Introduction” portion of the STIP in order to provide a description of how the Federal/State project development and planning process is integrated within the State and local MPO long-range planning and short-range STIP/TIP programming phases.

⁵ Lower priority issues were noted by FHWA and FTA for informational sharing purposes and their timelines for completion are not considered to be of critical importance to FHWA and FTA as the previous “High” or “Medium-level” priorities noted earlier within this document.

⁶ SOURCE: FHWA Texas Division, DFS Dashboard Results, October 2007.

FIGURE 4- Federal/State DOT Project Development & Transportation Planning Process (State of Texas)



FHWA-FTA Individual MPO & District Comments FY 08-11 STIP (State of Texas)

Abilene District/MPO:

We find that the Abilene MPO has a SAFETEA-LU compliant planning process, the following are some specific comments based upon our review:

FY 2008

- Please include a financial summary for the highway projects breaking out the various funding categories. The funding amounts found in the Abilene TIP adopted on April 24, 2007 couldn't be verified with the amounts listed in the "MPO Funds Programmed by Year" table in the introduction portion of the STIP.
- Please clarify if the projects listed in the TXDOT Abilene District section are rural projects. If these are the rural projects these should be separate from the MPO TIP. Please provide a funding table for the Rural Projects. The funding amounts found in the TIP couldn't be verified with the amounts listed in the "Rural/MPO Financial Summary FY 2008-2011" table in the introduction portion of the STIP.

Amarillo District/MPO:

We find that the Amarillo MPO has a SAFETEA-LU compliant planning process, the following are some specific comments based upon our review:

FY 2008

- CSJ 0904-02-030 (Project No. A5A22S-000) shows \$4,155,000 for a new four-lane arterial project on North Coulter from Willow Oak to Loop 335, however the MTP just shows a total project cost of \$1.5 M. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost.
- CSJ 0168-09-152 (Project No. A5A21S-000) shows rehabilitation of an existing roadway from Bell Street to Western Street (frontage roads) for the amount of \$3,200,000. However, the MTP shows the beginning limit as Loop 335 and the project cost of \$5.5 M. The MTP will need to be revised to show the correct project cost and description. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
- CSJ 0904-11-037 (Project No. A5A32S-000) shows a rehabilitation of existing roadway for \$700,000 on Farmers Avenue from 1541 to BSNF RR. However, the MTP shows the ending terminus at "Western St." and the MTP project cost is shown as \$2.6 M. The

MTP will need to be revised in order to show the correct project cost and description. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

- CSJ 0904-11-022 (Project No. A5A19S-000) shows road-way rehabilitation for an existing road for a project cost of \$2,500,000 on Georgia Street from SW 58th Avenue to South City Limits. However, the MTP just shows the ending limit as “South City Limit” and the MTP project cost is shown as \$4.1 M. Please update the MTP to show correct total project cost and description. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
- CSJ 2635-04-020 (Project No. A5A24L-000) shows a 2-lane roadway addition and interchanges from Hester Road to Coulter Road for the amount of \$12,500,000. However, the MTP lists the beginning project limit as “IH 40 North and East” and the ending limit as “US 87/287”; and the MTP project cost is shown as \$12 M. Please update the MTP to show the correct project cost and description. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

FY 2009

- CSJ 0275-01-152 (Project No. A5A39L-000) shows a \$4,000,000 IH 40 drainage improvement project from Bell, Avondale, and Washington Street in Amarillo. However, the 2030 MTP just lists this project as a \$1 M drainage improvement in Amarillo at various locations. Please update the MTP to show the correct project cost and description. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
- CSJ 0168-09-148 (Project No. A5A03S-000) shows a \$34,700,000 IH 27 reconstruction project with an additional 2 lanes from Western Street in Amarillo to Loop 335. The MTP however, just shows the beginning limit of this project as “Rockwell Road” with an end terminus at “Western” for a total project cost of \$7.21 M. Please update the MTP with the correct project cost, beginning and end termini and description. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

FY 2010:

- CSJ 2635-02-022 (Project No. A5A25L-001) shows a \$19,000,000 improvement to an additional two lanes and bridges on LP 335 from IH 27 to Potter County Line in Amarillo. Please update the MTP with the correct project cost, description, and letting date. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

FY 2011:

- CSJ 2635-01-023 (Project No. A5A25L-000) the FY 011 STIP shows two widening projects (additional two lanes) under this same project ID, one to be let in FY 2010 (above under FY 2010) and the other in 2011. The STIP describes this other project as beginning limit as “East of Western” and the ending limit as “South of IH 40”; however the total project cost in the MTP is shown as \$20 M. Please update the MTP with the correct project cost, description, and letting dates. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
- CSJ 0168-09-142 (Project No. A5A04S-000) shows a concrete upgrade project on IH-27 for \$7,000,000 from Potter County Line to 45th Avenue in Amarillo. However, the MTP shows two separate projects under this same Project ID #A5A04S, for the amount of \$15 M & \$7 M. The second project is CSJ 0168-10-061 IH 27 from 0.1 miles North of IH 40 interchange to Randall County Line. Please update the MTP to show consistent project cost, location, and descriptions, including letting dates. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
- CSJ 0904-00-902 (Project No. A5A27L-000) shows intersection improvements at River Road and Hastings Avenue for the amount of \$750k. However, the MTP shows the same project with limits of “Grand St” and the ending limit as “FM 2176” with a project description shown as widening curb & gutter for the amount of \$2.4 M. Please update the MTP to show consistent project description, costs, and locations, including letting date. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
- CSJ 0904-11-039 (Project No. A5A58L-000) shows a bridge replacement and approaches at 34th Avenue & Santa Fe for the amount of \$7,850,000. However, the MTP shows the beginning limit at “BSNF RR”. The MTP will need to be revised to show bridge construction limits consistent with the FY 2011 STIP. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project description.

Atlanta District/Texarkana MPO:

We find that the Texarkana MPO has a SAFETEA-LU compliant planning process, the following are some specific comments based upon our review:

General Comments:

- The STIP document shows only a transit project financial summary page- please submit a highway projects financial summary page for this district.

- CSJ 2879-02-007 (FM 2240 From FM 559 to FM 1397- pg 15) the TIP document shows this project as a construction of a 2-lane to a 4-lane roadway, however the 2030 MTP states that this is a construction of a 2-lane to a 5-lane roadway. The MTP will need to be revised in order to be consistent with the TIP description. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project description.
- CSJ 0218-02-032 (US 59 @ Union Pacific Railroad- pg 17) the TIP describes this project as US 59 from 0.1 mile north of Union Pacific Railroad to 0.1 miles south of Union Pacific Railroad, however the project limits in the 2030 MTP states that the project limits as US 59 at LP 151 interchange. Please update the MTP to be consistent with the TIP description. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project description.

Austin MPO/District:

We find that the Austin MPO has a SAFETEA-LU compliant planning process, the following are some specific comments based upon our review:

- MPO Project 26: The scope of work for this project indicates construction of a new 2-lane section. It is noted that the Capital Area Metropolitan Planning Organization (CAMPO) 2030 Metropolitan Transportation Plan (MTP) proposes a 4-lane roadway section for this location. Approval of this project is withheld pending resolution of this discrepancy.
- MPO Project 30: This project could not be located in the CAMPO 2030 MTP. Approval of this project is withheld pending the identification of this project in the 2030 MTP.
- MPO Project 32: The scope of work for this project indicates widening to a 4-lane divided section. It is noted that the CAMPO 2030 MTP proposes a 6-lane roadway section for this location. Approval of this project is withheld pending clarification of the scope of work.
- MPO Project 34: The scope of work for this project indicates widening to a 4-lane divided section. It is noted that the CAMPO 2030 MTP proposes an ultimate 6-lane roadway section for this location with an interim 4-lane section. This project is approved contingent upon clarification of the project's phasing.
- MPO Project 52: The scope of work for this project indicates construction of frontage roads and turnarounds. It is noted that the CAMPO 2030 MTP does not appear to propose frontage roads for this location. Approval of this project is withheld pending clarification of the scope of work.

- MPO Project 194: The scope of work for this project indicates widening to a 4-lane divided roadway. It is noted that the CAMPO 2030 MTP proposes an ultimate 6-lane divided roadway section for this location with an interim 4-lane section. This project is approved contingent upon clarification of the project's phasing.
- MPO Project 200: The scope of work noted for this project is unclear. Approval of the project is withheld pending clarification of the scope of work.

Beaumont District/ JOHRTS MPO:

We find that the JOHRTS MPO has a SAFETEA-LU compliant planning process, the following are some general and specific comments based upon our review:

General Comments:

- None of the proposed projects utilizing CMAQ funding are considered eligible until emission reduction calculations are provided to the FHWA.

FY 2008

- CSJ 0920-00-076- Provide Peak-Hour Contract Service on Major JOHRTS Freeways. Please identify the fiscal years associated with the project in the description. If this is not the first year of implementation, the proposed project as currently described is not eligible for CMAQ funding.
- CSJ 0920-38-171 -Port Neches Elementary and Middle schools ("Add sidewalks and ramps"). There needs to be additional information provided in order to describe how this proposed project is connected with other sidewalks and the local schools and community. The proposed project as described is not eligible for CMAQ funding, as it does not provide a clear transportation connection.

FY 2009

- CSJ 0920-38-168, Expand current rail yard at Port of Beaumont. Please provide additional information related to this project, Federal-aid funds can not be utilized inside a private port. The project as currently described is not eligible for CMAQ program funding.
- CSJ 0920-38-185, Traffic Signal Optimization study. Please redefine the project description. If this study is going to be used to determine what problems exist, then CMAQ funds can not be utilized, but PL funding would be more appropriate. However, if this project will fix a problem identified in an earlier study then the project would be eligible for CMAQ funding. As currently shown, the proposed project is not eligible for CMAQ funding and further clarification is needed.

- MPO Project ID 05032-FXX, - Install sidewalks to enhance school pedestrian safety. The project as currently described is not eligible for CMAQ program funding.
- MPO Project ID 05036-FXX, Hike and Bike Trail (in Big Thicket), please provide additional information on this proposed CMAQ project and identify the transportation purpose of this project. CMAQ funds can not be used solely to construct trails within the area known as ‘Big Thicket’, as it is currently described the proposed project is not eligible for CMAQ program funding.

Brownsville MPO (Pharr District):

We find that the Brownsville MPO has a SAFETEA-LU compliant planning process, the following are some general and specific comments based upon our review:

General Comment:

- Grouped projects list on page 16 should state that these grouped projects are, environmentally, categorical exclusion (CE) type projects and can be grouped per 23 CFR 450.216. Under this regulation, projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d).

FY 2008

- TIP lists a project entitled “BSIF Los T” (CSJ 0921-06-207) for a one-stop border inspection facility in the amount of \$17.4 million. The MTP project (BMPO-LS 15D) entitled “Veteran’s Int’l Bridge Truck Inspection Station” lists the project cost at \$9.6 million. If these listings are the same project, the title and estimated cost must be amended to be consistent. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

FY 2009

- FM 3248 (CSJ 2717-01-017) has an estimated project cost of \$6 million. The MTP listing for the project (BMPO-R3) list the project cost as \$1.5 million. The project cost must be amended to be consistent. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

FY 2011

- US 281 (CSJ 0220-04-036) extends beyond the limits listed for the project in the MTP (BMPO-D2). The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

Bryan MPO/District:

We find that the Bryan MPO has a SAFETEA-LU compliant planning process, the following are some specific comments based upon our review:

- Missing highway project financial summary (transmittal includes only the transit project summary). Please submit a copy of the highway project funding summary.
- Pg 2 of TIP – CSJ 0050-02-082 (STIP describes project as SH 6 @ Barron Road-Misc. Construction Consisting of Converting the Existing Frontage Roads to One-Way Operation, Relocating the Existing Entrance and Exit Ramps and Construction of New Interchange at Barron Road- 2 earmarks totaling \$3 M). Please note that the 2030 MTP does not refer to this description- just states it as a grade separation project for \$6 M. Please update the MTP to show consistency with the TIP description. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

Corpus Christi District/MPO:

We find that the Corpus Christi MPO has a SAFETEA-LU compliant planning process, the following are some general and specific comments based upon our review:

General Comments:

- Recommend the MPO periodic review and evaluation of the ITS Regional Architecture memorandum of agreement (MOA) to ensure consistent interagency implementation as part of TIP/STIP development and ITS-related federal-aid programs and projects.
- Recommend that the MPO review and update its 2002 Memorandum of Agreement (MOA) with the regional transit authority, updating roles & responsibilities between the MPO and transit agency for purposes of developing financial plans, regional transit project oversight, project selection, monitoring and implementation.
- Encourage the timely MPO policy board adoption of a new TIP/MTP project prioritization methodology used in the development of future TIP revisions and MTP updates. Consider adding an additional factor to incorporate transportation-related projects that serve to improve safety and security of the transit system.
- Periodically review and update the congestion management process (CMP) as necessary to ensure that TDM/TSM priorities associated with reduced travel time delay, congestion relief, and mobility improvements can be brought forward into the MTP/TIP for implementation purposes. The MPO needs to better document

and illustrate how its travel time and congestion improvement data, as part of its current travel time study and CMP process. The CMP should feed back into the TIP/MTP project prioritization and selection process.

FY 2008

- CSJ #0074-06-202 (MPO Project ID #S053C0103) - could not be located within the MPO's long-range transportation plan (2030 MTP as adopted on December 7, 2006). This proposed project involves the construction of new underpass and frontage road on IH-37 for a total project cost of \$15 M (shown with a November 2007 letting date in the FY 08 STIP). The MPO will need to amend the 2030 MTP prior to project letting and authorization of federal-aid funds. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
- CSJ #0916-00-054 (MPO Project ID #S132F0199) the feasibility study is shown as CSJ #0916-00-902 in the 2030 MTP. Should the MPO's South Loop Feasibility Study be adopted as part of the FY08-11 STIP, these CSJ numbers and project descriptions (and letting year) should be identical for purposes of programming \$1.5 M for FY 2008. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

FY 2009

- CSJ #0617-01-170 (MPO Project ID #S087C0394) project on SH 358 from Ayers Street to Spur 3 (Ennis Joslin) as shown within the FY 09 STIP could not be located within the 2030 MTP for a total project cost of \$34 M. This project will need to be amended into the 2030 MTP prior to authorization of federal-aid funds expected to occur in January 2009. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
- CSJ #0916-35-150 (MPO Project ID #S049C0497) on Holly Road from SH 286 to Greenwood could not be located within the 2030 MTP for the estimated project development cost of \$680k. The MPO long-range transportation plan (2030 MTP) just shows \$3.99 M in its short-range program for the construction of additional travel lanes and access improvements for Phase III of Holly Road. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
- CSJ #0916-35-134 (MPO Project ID #S125C102) at Downtown & Staples involving the construction of ADA accessibility ramps was found under a different CSJ # within the 2030 MTP (CSJ #0916-35-922, with similar MPO Project ID #S125C0103) for a total amount of \$2.2 M scheduled for letting in February 2009. Please correct this discrepancy within the 2030 MTP to make the description consistent with the FY 09 STIP document. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

FY 2010

- CSJ #0326-03-085 (MPO Project ID #S089C0107) on SH 286 from IH 37 to South of Horne Road is shown as an upgrade to 8 lane freeway as part of the FY 08-11 STIP document. However, the 2030 MTP shows this project as an 8-lane freeway upgrade with tolling options on new managed lanes for \$45 M. Please correct the project description to show that the proposed 8-lane project will consider tolling options on new managed lanes on SH 286 as part of the FY 08-11 STIP to make it consistent with the 2030 MTP. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
- CSJ #1069-01-030 (MPO Project ID #S090C0107) on Saratoga from Staples St. to Rodd Field Road involves construction of a new median with congestion management and access improvements for a total of \$2.51 M in FY 2010. We could not locate this project as part of the 2030 MTP (adopted in December 2006), please revise the MTP to include this project description prior to project letting and authorization of federal-aid funds. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
- CSJ #2343-01-031 (MPO Project ID #S028C0107) on Staples Street from Saratoga Blvd. to Oso Creek involves the construction of a new median with congestion management and access improvements for a total cost of \$3.29 M which is scheduled to be let in April 2010. This project description could not be located within the 2030 MTP, so it will need to be revised into the 2030 MTP prior to project letting and authorization of federal-aid funds. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

FY 2011

- CSJ #0074-06-204 (MPO Project ID #S053C0107) on IH-37 involves the construction of a new interchange, Phase 1 for Harbor Bridge for a total funding amount of \$170 M. However, this project description could not be located within the 2030 MTP, so the long-range transportation plan will need to be revised prior to project letting and authorization of federal-aid funds scheduled to occur in June 2011. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
- CSJ #0916-35-901 (MPO Project ID #S049C0497) is shown as CSJ #0916-35-988 within the MPO's long-range transportation plan (2030 MTP) with the same MPO Project ID #S049C0497. Please note that the 2030 MTP description is not

consistent with the FY 2011 STIP information in terms of total project cost. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

Dallas-Fort Worth MPO (NCTCOG):

We find that the Dallas-Fort Worth MPO (NCTCOG) has a SAFETEA-LU compliant planning process, the following are some general and specific comments based upon our review:

- Only projects within the 2008-2011 (vs. 2012-2015) timeframe are addressed with today's action.
- Federal-aid highways are those roadways classified as principal or minor arterial, urban collector or rural major collector. Roadways not meeting these thresholds (e.g. 0902-48-507/Davis Blvd. and 0918-45-792/Gifford Street) using the current federally approved map, are generally exempted from approval for Federal-aid funds.
- Title Page: Given information within TIP Chapter II., it seems that October 9 and 10, 2006 should be included as a public meeting date.
- p. I-3: Public comment information should be updated to address Public Participation Plan efforts (See TIP Chapter II.)
- p. I-6: Unified Planning Work Program (UPWP) information should be updated to FYs 2008 and 2009.
- Until TIP/STIP and MTP/Mobility 2030 references are reconciled, the following projects are exempted from approval. The following projects are not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
 - **Fort Worth District:**
 - a) 0008-14-058/IH 820 (FT1 1072)
 - b) 0902-48-622 (TH1 119.4)
 - c) 0172-09-031 (FT1 1407)
 - d) 0902-48-544 (TH1 127.2)
 - e) 2208-01-061 (TH1 116.0)
 - f) 0171-03-048, 0171-04-049, -050, -053 (FT1 2115, 1750, 2117)
 - g) 0259-06-001 (FT1 2058)
 - h) 0171-04-035 (FT1 1750)
 - **Dallas District:**
 - a) 2964-06-009 (FT1 1338)
 - b) 0581-01-122 (FT1 14655)
 - c) 0918-24-119 (TH2 1828)

- d) 0095-13-026 (FR1 1375, TSM2700)
- e) 0172-08-918 (FT1 2027)
- f) 0197-03-054 (FR1 2340)

- Additional details are necessary in advance of an Federal-aid eligibility decision for the following projects:

0902-48-901/CS
0902-48-647/Wayside Horn and Constant Warning Time Device:
1047-02-963/FM 1382
0918-45-531/DT Lancaster Visitor Center
0918-45-533/Lancaster Street Furniture

- Chapter V.: Congestion Mitigation and Air Quality Program (CMAQ) projects not demonstrating air quality benefits are exempted from Federal-aid funding approval. Examples include:

0902-48-920: ATMS System
0902-50-079: Park and Ride
9902-48-902: Signal Optimization
0902-48-905: Left-turn lanes

- For proposed CMAQ funded highway-related projects (e.g. 0902-48-536, 0902-48-699) are limited to eligible Transportation Control Measures (section 108(f)(1)(A) of the Clean Air Act). Streetscape and/or street enhancements that are only a small part of an eligible project's scope would also be eligible for CMAQ funding. However, if they become more than a minor part of the project, CMAQ funding would need to be restricted. In addition, the FTA determines the eligibility of federally-funded transit streetscape projects.
- CSJ 0918-00-956/High Emitting Vehicle Program: Unless resolved, previously exempted activities are still exempted from Federal-aid funding.
- 2980-01-008/FM 2934: The MTP/Mobility 2030 reflects existing 6; future 6, while the STIP/TIP reflects existing 2, future 6. Please explain.
- Copies of the Updated Metropolitan Transportation Plan, resulting from comments during the 2007 transportation conformity process, should be provided to FHWA.
- Many STP-MM and CMAQ projects were included within the FYs 2008 and 2009 UPWP (e.g., Chapter IX. Management and Operations) for *informational* purposes yet the projects are not included in the 2008-2011 TIP/STIP for *approval* purposes. See FHWA/FTA letter to TxDOT dated September 28, 2007; Comment 1.

- Chapter IX. Self-Certification: This chapter should be updated using the 2007 Self Certification as contained within the FY 2008 and 2009 UPWP (Appendix F).

Fort Worth District (Rural):

- Until STIP and 2007 Air Quality Conformity references are reconciled, the following projects are exempted from approval for Federal-aid funding purposes:
 - 0902-38-049/VA
 - 0902-38-068/CS
 - 0365-01-041/SH 171 (limits)

El Paso MPO (El Paso District):

We find that the El Paso MPO has a SAFETEA-LU compliant planning process, the following are some general and specific comments based upon our review:

General Comment:

- For air conformity purposes, the 2008-11 TIP projects are consistent with the 2030 Gateway MTP (in terms of scope, design and network year).

FY 2008

- Border HWY (Loop 375) has estimated cost of \$52.5 million. The estimated cost in the 2030 MTP is \$20.28 million. Amendment must be made to address inconsistency. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
- Video Surveillance & Count Stations (CSJ 0924-06-239) lists estimated cost of \$4.5 million and MTP lists estimated cost of 2.282 million. Amendment must be made to address inconsistency. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

Harlingen-San Benito MPO (Pharr District):

We find that the Harlingen-San Benito MPO has a SAFETEA-LU compliant planning process, the following are some specific comments based upon our review:

FY 2008

- Dixieland ext. (CSJ 0921-06-185) project description (“widen to proposed 48’ Width”) does not match description in MTP (widen to 4-lanes) and is not approved. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

FY 2010

- US 281 Military Hwy (CSJ 0220-03-023), Hidalgo County line to 1 mi. East of FM 506, widen to 4-lanes, lists project cost of \$11,000,000 and the MTP listed cost is \$7,000,000. MTP should be amended to reflect new cost estimate. In addition, please note that county lines can not be used as logical termini in NEPA process. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

Hidalgo County MPO (Pharr District):

We find that the Hidalgo County MPO has a SAFETEA-LU compliant planning process, the following are some general and specific comments based upon our review:

- Statewide CSJ discussion on page 8/10 should state that these grouped projects are, environmentally, categorical exclusion (CE) type projects and can be grouped per 23 CFR 450.216. Under this regulation, projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d).
- Several projects list county lines as a project limit. Please note that county lines cannot serve as logical termini in the NEPA process and a MTP/TIP amendment could eventually be required.

Houston MPO/District:

We find that the Houston MPO has a SAFETEA-LU compliant planning process, the following are some specific comments based upon our review:

- CSJ 0912-72-007: This project is proposed for Congestion Mitigation and Air Quality Program (CMAQ) funding. The project’s scope of work includes “drainage improvements.” It is noted that “drainage improvement” are not considered eligible for CMAQ funding. Approval of this project is withheld pending clarification of the proposed scope of work.
- The following projects are proposed for CMAQ funding however estimated

emissions reductions are not provided. Approval of these projects is withheld pending submission of estimated emission reductions.

- MPO Project 13660
- CSJ 0912-72-095
- The following projects are proposed for CMAQ funding however the proposed scopes of work do not provided sufficient information to determine CMAQ program eligibility. Approval of these projects is withheld pending clarification of the proposed scopes of work.
 - CSJ 0912-72-968, 0912-72-969, 1258-04-056, 1685-01-091,
 - 2941-02-903, 0912-00-954, 0912-72-141, 0912-00-945,
 - 0912-00-948, 0912-37-902, 0912-71-622, 0912-00-952
 - MPO Project 11195
- CSJ 0912-72-053: This project is proposed for CMAQ funding however the proposed scope of work does not appear eligible for CMAQ funding. This project is not approved.
- CSJ 0912-34-141: This project appears eligible for CMAQ funding however it is unclear if the proposed scope of work reflects capital or operating costs of the proposed Intelligent Transportation System (ITS) Center. It is noted that in accordance with the CMAQ program guidance, operating costs are generally limited 3-years. Approval of this project is withheld pending clarification of the project's proposed scope of work.
- CSJ 0978-01-024: The estimated cost of this project noted in the FY 2008-2011 STIP is \$39,909,000. It is noted that the 2035 RTP reflects an estimated cost of \$24,600,000. Approval of this project is withheld pending resolution of the noted funding discrepancy.
- CSJ 0912-34-904: The proposed scope of work for this project is unclear (i.e., widening, construction, etc.). It is noted that based on the network modeling the project appears to consist of widening from 4-lanes to 6-lanes. Approval of this project is withheld pending clarification of the proposed scope of work.
- CSJ 0720-03-103: The limits proposed for this project are inconsistent with those noted in the conforming 2035 RTP (i.e., Spring Cypress Road vs. 1.5 miles north of Spring Cypress Road). Approval of this project is withheld pending clarification of the proposed project limits.
- MPO Project 11614: The estimated cost of this project noted in the FY 2008-2011 STIP is \$15,000,000. It is noted that the 2035 RTP reflects an estimated cost of \$5,800,000. Approval of this project is withheld pending resolution of the noted funding discrepancy.

Killeen-Temple (K-TUTS) MPO:

We find that the Killeen-Temple MPO has a SAFETEA-LU compliant planning process, the following are some general comments based upon our review:

- MPO Allocations and Programmed amounts (v. Programmed amounts only) should be provided within the document.
- Copies of the Updated Metropolitan Transportation Plan, as referenced in the SAFETEA-LU Summary Actions, should be provided to FHWA.

Laredo MPO/District:

We find that the Laredo MPO has a SAFETEA-LU compliant planning process, the following are specific comments based upon our review:

- CSJ 0922-33-071: The limits proposed for this project do not appear consistent with those noted in the Laredo 2030 Metropolitan Transportation Plan (MTP) (i.e., FM 1472 Intersection vs. Riverbank Road). Approval of this project is withheld pending clarification of the proposed project limits.
- CSJ 0922-33-066: The estimated cost of this project noted in the FY 2008-2011 STIP is \$8,250,000. It is noted that the 2030 MTP reflects an estimated cost of \$4,000,000. Approval of this project is withheld pending resolution of the noted funding discrepancy.
- CSJ 0922-00-024: The estimated cost of this project noted in the FY 2008-2011 STIP is \$45,000,000. It is noted that the 2030 MTP reflects an estimated cost of \$9,600,000. Approval of this project is withheld pending resolution of the noted funding discrepancy.
- CSJ 0922-33-039: The estimated cost of this project noted in the FY 2008-2011 STIP is \$34,000,000. It is noted that the 2030 MTP reflects an estimated cost of \$6,070,000. Approval of this project is withheld pending resolution of the noted funding discrepancy.
- CSJ 0018-06-136: The estimated cost of this project noted in the FY 2008-2011 STIP is \$35,000,000. It is noted that the 2030 MTP reflects an estimated cost of \$9,000,000. Approval of this project is withheld pending resolution of the noted funding discrepancy.

- CSJ 0922-33-022: The estimated cost of this project noted in the FY 2008-2011 STIP is \$24,842,599. It is noted that the 2030 MTP reflects an estimated cost of \$6,120,000. Approval of this project is withheld pending resolution of the noted funding discrepancy.
- CSJ 0922-33-024: The estimated cost of this project noted in the FY 2008-2011 STIP is \$24,975,348. It is noted that the 2030 MTP reflects an estimated cost of \$8,400,000. Approval of this project is withheld pending resolution of the noted funding discrepancy.
- CSJ 0922-33-108: The estimated cost of this project noted in the FY 2008-2011 STIP is \$20,000,000. It is noted that the 2030 MTP reflects an estimated cost of \$3,000,000. Approval of this project is withheld pending resolution of the noted funding discrepancy.

Longview MPO:

We find that the Longview MPO has a SAFETEA-LU compliant planning process, the following are some general comments based upon our review:

- MPO Allocations and Programmed amounts should be provided within the document.
- The Air Quality narrative should be expanded to include the activities of ETCOG.
- A timeline estimating dates for Technical Committee and/or Policy Board approvals of SAFETEA-LU related revisions should be provided to FHWA.
- Once revised by staff, and approved by the Technical Committee and MPO Policy Board, copies of the Updated Metropolitan Transportation Plan should be provided to FHWA.

Lubbock District/MPO:

We find that the Lubbock MPO has a SAFETEA-LU compliant planning process, the following are some general and specific comments based upon our review:

General Comments:

- Page 36, the MPO Self-Certification does not include the signatures of the MPO policy board chair or TxDOT District Engineer. Please provide us with the officially signed version of the MPO Self-Certification document.

- The Congestion Management Process (CMP) for the Lubbock MPO should reflect project selection criteria for purposes of programming STP-MM (including SOV capacity expansion projects and other ITS and alternative demand management transportation alternatives). As part of the MPO certification review in FY 2008, the FHWA and FTA will be again reviewing the CMP process in order to see how it feeds into the MPO project selection procedures.
- The FHWA and FTA recommend to the Lubbock MPO that it continue to develop performance measures to assess the effectiveness of the public involvement techniques. For example, documenting instances in which significant public feedback resulted in changes. In addition, public involvement efforts to the general public can be maximized if the MPO and Citibus transit operator coordinate their efforts. Finally, in accordance with SAFETEA-LU, we encourage the MPO to continue to expand its outreach to private freight operators and to document its efforts as part of its public participation plan.
- Recommend that the current Lubbock MPO/Citibus Memorandum of Agreement (MOA) which generally describes the roles and relationship between the Lubbock MPO and Citibus, be periodically reviewed and evaluated on an annual basis in order to keep this agreement updated. This document will be reviewed as part of the FY 08 MPO Certification Review.

FY 2008

- CSJ #0905-06-046 (MPO Project ID #1105-1-03) – the 50th Street project in the 2032 MTP shows a project description from Loop 289 to Slide Road for only \$5 M in FY 08, however the STIP indicates a total project cost of \$10.1M. Please update the 2032 MTP to show the correct total project cost. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
- CSJ #0880-04-026 (MPO Project ID #1105-1-09)- the FM 179 project shown in FY 2008 for the total project cost amount of \$6.1 M does not show consistency with the 2032 MTP. The 2032 MTP indicates that this project has a total cost of \$5 M. Please update the 2032 MTP to show the correct total project cost. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

Midland-Odessa District/MPO:

We find that the Midland-Odessa MPO has a SAFETEA-LU compliant planning process, the following are some general comments based upon our review:

- Statewide CSJ discussion on page 11 should state that these grouped projects are, environmentally, categorical exclusion (CE) type projects and can be grouped per 23 CFR 450.216. Under this regulation, projects that are not considered to be of appropriate

scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d).

- Financial Summary on page 15 does not show any allocated funds. While fiscal constraint is ultimately determined on statewide basis, allocated funds must still be shown in financial table.

Paris District (Rural):

- Descriptions for the following projects should be expanded from “Construct New Location Roadway” and “Widen Non-Freeway”. These projects are not eligible for Federal-aid funding until adequate project descriptions have been provided for our review and approval action:
 - a) 0083-03-042
 - b) 0203-02-038
 - c) 0203-01-042
 - d) 0203-02-031
 - e) 0203-02-030
 - f) 0203-03-036

San Antonio District/MPO:

We find that the San Antonio-Bexar County MPO has a SAFETEA-LU compliant planning process, the following are some general and specific comments based upon our review:

General Comments:

- Page 16 (“Grouped CSJ Projects”) the proposed grouped CSJ projects within the MPO planning area boundary will need to be shown as “constrained statewide” in terms of their funding sources.
- Page 17-32 (FY 08-11, “Highway Projects”), these projects need to show the estimated state and local match funds for each individual project. The total estimated project costs seem to show only the UTP total project costs. Please confirm the local source of the 20 percent State or local match prior to advancement of Federal-aid funding for these projects.
- Page 77 of the submittal (“Project Selection Procedures- FY 2008”) does not show consistency with the current SAFETEA-LU metropolitan planning regulations, under 23 CFR 450.324(n) projects in any of the first four years of the TIP (not three years per ISTEA) may be advanced in place of another project in the first four years of the TIP, subject to the project selection requirements of 23 CFR 450.330.

- Page 77, the MPO project selection procedures do not account for how administrative TIP revisions will be handled by the MPO per 23 CFR 450.324(f) for projects not considered to of appropriate scale to be listed individually within the TIP. While Policy #6 (page 92) does include the adoption of the use of grouped or “statewide CSJs” these grouped projects may be handled administratively (without FHWA or FTA involvement) if they are reflected within the project selection procedures and the MPO public participation plan.
- Pages 82-84, as part of the revised MPO public participation procedures (including goals and actions) the contact database and external mailing list of interested parties pertaining to information related to MPO publications, newsletters, draft documents, etc. should be expanded to include target audiences comprised of freight shippers, representatives of public transportation, private providers of transportation, representatives of users of pedestrian and bicycle transportation facilities, representatives of the disabled, and other interested parties per 23 CFR 450.210.
- Pages 91-98, Policy 6 (“Guidelines for Programming Projects in the Transportation Improvement Program”) should be revised to reflect the results and input from the Congestion Management Process (CMP) developed by the MPO for purposes of prioritizing STP-MM funding to eliminate and reduce congestion levels within the MPO planning area.
- Page 97, Policy 6 (second paragraph) the local project sponsors will need to show their reasonably expected local source of proposed local 20 percent match for the proposed STP-MM project prior to MPO funding consideration.

FY 2008

- CSJ #1600-07-125 (MPO ID 3690.0) shows \$10 M in Category 2 funding for reconfiguration of an IH-35 Interchange at SH 218 (Booker Road), but the 2030 MTP (as of October 16, 2007) shows this as being funded with \$7.8 M of District 11 (Discretionary Funds). Please revise the 2030 MTP in order to show this revised project cost description. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
- CSJ #2452-003-103 (MPO ID 3648.0) shows \$10 M in Category 7 STP-MM funding for Loop 1604 expansion from FM 78 to Lower Seguin Road for the amount of \$10 M. However, the 2030 MTP (as of October 16, 2007) shows the end termini as being Graytown Road. Please modify the 2030 MTP (or STIP) to include the applicable project end termini description. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

- CSJ #2400-008-123 (MPO ID 3641.0) shows \$2.4 M in ramp and operational improvements on U.S. 90 in Bexar County, however this project as shown in the 2030 MTP (as of October 16, 2007) is shown as \$3.2 M. Please modify the 2030 MTP in order to show the applicable total project cost. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
- CSJ 2104-002-023 (MPO ID 3253.0) shows \$18.8 M on FM 3487 from FM 471 to FM 1957 (Potranco Road) for reconstruction and expansion from 4 to 6 lanes w/CLTL (bike lanes and sidewalks). However the 2030 MTP (as of October 16, 2007) shows at total of \$26.2 M (with \$14.9 M in Category 12 -Strategic Priority funds and an additional \$11.4 M from a local contribution). Please update the 2030 MTP to include the appropriate total project cost and source. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

FY 2009

- CSJ 915-012-224 (MPO ID 3150.0) shows \$25 M in only Category 2 (Metro Corridor) funding in FY 2009, however the 2030 MTP (as of October 16, 2007) shows that there will be a local contribution of \$5 M. Please revise to show correct sources of funding in the TIP/STIP/MTP should local funds will be used for this project. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.
- CSJ 3107-001-029 (MPO ID 3677.0) shows a roadway expansion from 2 to 4 lanes on FM 3009 from Comal/Guadalupe County Line to 0.114 Mi. North of FM 2252 for \$6 M. However, the 2030 MTP (as revised October 16, 2007) shows the end termini to be 0.2 Mi. North of FM 2252. Please revise the 2030 MTP to show the correct end termini for this proposed project. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

Sherman-Denison MPO:

We find that the Sherman-Denison MPO has a SAFETEA-LU compliant planning process, the following are some general and specific comments based upon our review:

- MPO Financial Summary: MPO Allocations and Programmed amounts (v. Programmed amounts only) should be provided within the document.
- CSJ 0202-08-042 and 0202-08-044: Please confirm that these two CSJs represent the same individual project as described in the document.
- Copies of the Updated Metropolitan Transportation Plan, as referenced in the SAFETEA-LU Summary Actions, should be provided to FHWA.

Tyler MPO:

We find that the Tyler MPO has a SAFETEA-LU compliant planning process, the following are some general and specific comments based upon our review:

- MPO Allocations and Programmed amounts should be provided within the document.
- CSJ 3487-02-007, 0191-01-063: We concur with the District's October 24 assessment that funding amounts not entirely in sync with the metropolitan transportation plan (due to inflation) should be updated during the Year of Expenditure process.
- CSJ 2075-02-058: We accept the District's October 24 explanation that the project is for non-bridge portions of a larger RR overpass project (SM-26/SNM-46)
- The Air Quality narrative should be expanded to include the activities of CAAP, EAC and NETAC
- A timeline estimating dates for Technical Committee and/or Policy Board approvals of SAFETEA-LU related revisions should be provided to FHWA.
- Once revised by staff, and approved by the Technical Committee and/or Policy Board, copies of the Updated Metropolitan Transportation Plan should be provided to FHWA.

Victoria MPO:

We find that the Victoria MPO has a SAFETEA-LU compliant planning process, the following are some general and specific comments based upon our review:

General Comments:

- Please ensure a SAFETEA-LU compliant Public Participation Plan is prepared (and adopted by the MPO Policy Board) by the end of November 2007.

FY 2008

- CSJ #0088-05-084 could not be located within the MPO's long-range transportation plan (2030 MTP as adopted in June 2005). This proposed project involves the widening of 4 bridges and approaches on US 59 for a total project cost of \$15 M (shown with a January 2008 letting date in the FY 08 STIP). The MPO will need to amend the 2030 MTP prior to project letting and authorization of Federal-aid funds. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

- CSJ #2350-01-041 (R7A) could not be located within the MPO's long-range transportation plan (2030 MTP as adopted in June 2005). This proposed project involves adding 2 lanes for a 4-lane divided on US 77 for a total project cost of \$15.6 M (shown with an October 2008 letting date in the FY 08 STIP). The MPO will need to amend the 2030 MTP prior to project letting and authorization of Federal-aid funds. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

FY 2009

- CSJ # 2350-01-043 (R4) is listed as a bridge widening project on LP 463 at FM 1315 for a total project cost of \$8.4 million (shown with a December 2009 letting date in the FY 2009 STIP). However, the 2030 MTP shows this project as the addition of 2 lanes for a total project cost of \$17.4 million. Please correct the project description to ensure that the proposed project is consistent between the FY 08-11 STIP and the 2030 MTP. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.

Waco MPO/District:

We find that the Waco MPO has a SAFETEA-LU compliant planning process, the following are some general comments based upon our review:

- Various narratives should be updated. Specific examples include:
 - a) p. 4 of 37: "Key transportation stakeholders will be notified by mail of the hearings in addition to the meeting at which the Policy Board would consider adoption of the TIP. The information mentioned where the TIP may be viewed, when and where the public meetings would be held, the location and time of the MPO Policy Board meeting, and where comments may be sent if a person was unable to attend."
 - b) p. 5 of 37: "2002-2004 TIP"
 - c) pp. 26-27 of 37: SAFETEA-LU (v. TEA-21), TIP (4- v. 3-yr), and UPWP (biennial v. annual)
- Once revised by staff, and approved by the Technical Committee and Policy Board, copies of the Updated Metropolitan Transportation Plan should be provided to FHWA.

Wichita Falls District/MPO:

We find that the Wichita Falls MPO has a SAFETEA-LU compliant planning process, the following are some specific comments based upon our review:

FY 2008

- CSJ #0156-04-080 (MPO Project ID #WFS CAT 3-2) – The project limits and funding are not consistent with the MPO 2005 -2030 Metropolitan Transportation Plan, adopted in January 2005. The MPO will need to amend the latest version of the 2030 MTP prior to project letting and authorization of Federal-aid funds. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and its description.
- CSJ# 043-14-020 (MPO Project ID #WFS CAT 11-1) – The project funding amount differs from what is in the MPO 2005 – 2030 Metropolitan Transportation Plan, adopted in January 2005. If MPO is going to amend the MTP for the above project, please update this project. The subject project is not eligible for Federal-aid funding unless the MTP is corrected to show the correct project cost and description.